

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4852

晚九十月四日一十三號光

MONDAY, MAY 22, 1905.

一月

號二月五英港香

30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,720,000

Head Office—YOKOHAMA.

Branches and Agents—

TOKIO, LONDON, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SAN FRANCISCO, SHANGHAI,
HOMBAK, NEWCHWANG,
TIENTSIN, LIAOYANG,
PEKING, DALNY,
KOBE,

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.

THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000; \$18,000,000
Silver Reserve \$8,000,000; \$12,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COUNCIL OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUPF, Esq., Deputy Chairman.

Hon. C. W. Dickson, H. Schubert, Esq.
E. Goss, Esq., E. Shellim, Esq.

G. H. Meadhurst, Esq., Hon. R. Stewart.

A. J. Raymond, Esq., N. A. Siebs, Esq.

F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th May, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at a PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [22]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL—Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow,
Tientsin, Taiping, Tsinanfu

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [23]

Insurance.

NIETH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS &
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 18th May, 1905. [24]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimonoseki, Momi, Wakamatsu,
Karatsu, Nagasaki, Kuchinotan, Sasebo, Mikaze, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hotoke, Ichimura, Kanada, Mamada, Manoura,
Onoura, Otsuj, Sasebo, Tabakuro, Yoshigatai, Yonhio, Yonokbara and other Coal
Fields.

S. MINAMI, Manager, Hongkong. [25]

MONDAY, MAY 22, 1905.

一月

號二月五英港香

30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA VIA SHANGHAI, MOJI and KOBE, (Passing through the Inland Sea).	PALMA G. W. Cockman, H.N.R.	About 27th May	Freight only.
SHANGHAI.....	NUHIA F. N. Tillard.	About 2nd June	Freight and Passage.
LONDON, &c.....	MALTA R. A. Peters.	June 3rd, Noon	See Special Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES

"THE DOVER"

No. 8 \$50.00 No. 9 \$65.00

WROUGHT STEEL

ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS from \$4.00

TOILET CANS 2.50

BLOCK TIN TEA & COFFEE POTS 1.00 each

MILK SAUCEPANS \$2.25 & 3.00

"GEM" ICE CREAM FREEZERS

2 3 4 5 6 7 8 QUARTS

\$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & CO.

Hongkong, May 11th, 1905. [26]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking this water, it being a perfect alkaline corrective.
It mixes well with Wines and Spirits without in any way destroying the
flavour.

SOLE Agents for Hongkong:

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [27]

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

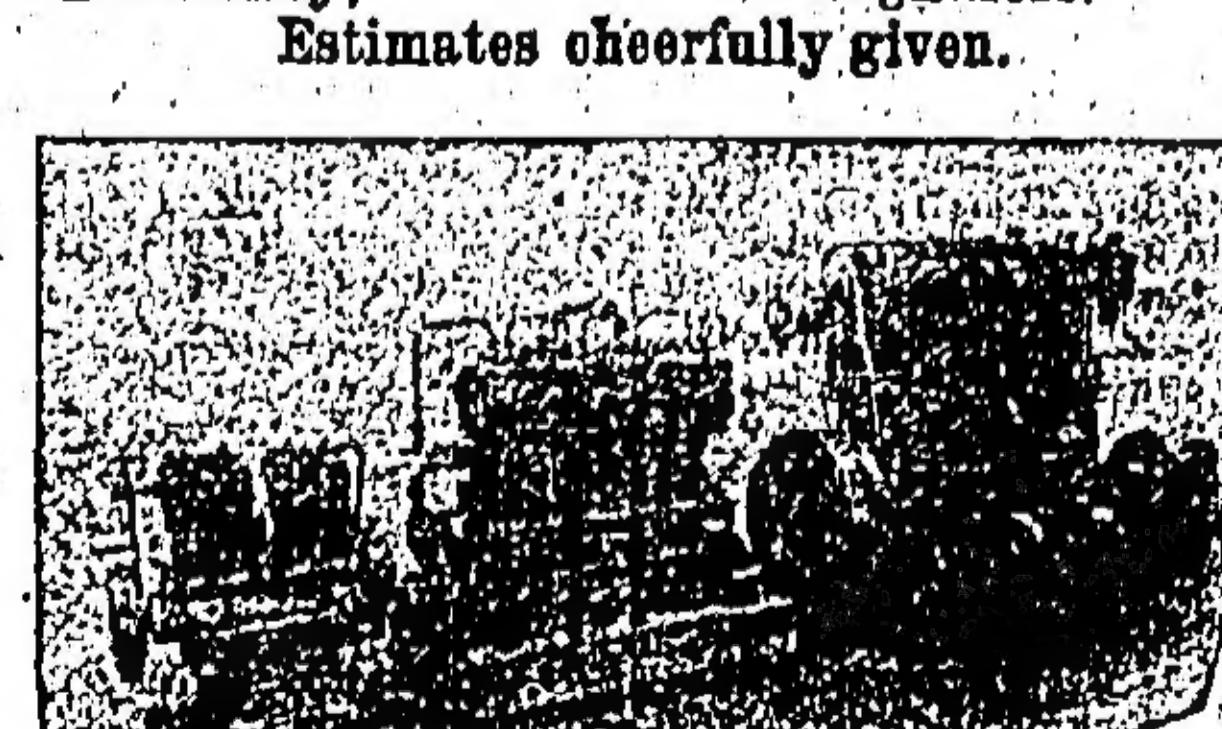
SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS.

For Reliability, Durability, Workmanship.

Lightness, Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S, CANADIAN ASBESTOS CO., LTD.

Cable Address: "MARINEWORK", Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [28]

Intimations.

When nature
flags,
and health fails,
try

PURE AND CHEAP

California Riesling \$6.50 per Dozen Quarts

Do. Do. 3.75 " " Pints

Do. Hock

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
" " "POWAN"	2,338	R. D. Thomas.
" " "FATSHAN"	2,250	W. A. Valentine.
" " "HANKOW"	3,073	C. V. Lloyd.
" " "KINSHAN"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,993 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

Cheap Excursions on Sundays, per S.S. "Houam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
" " "NANNING"	560	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow to Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$21.00.

Canton to Tak-Hing, Single \$12.50, Return \$18.00.

Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Capt. B. Bianch.	S.S. "SANUL"	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$30.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Birss.	S.S. "HONGKONG"	Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted):			

FARES:—Hongkong to Kong Moon, Single \$6.00.

Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

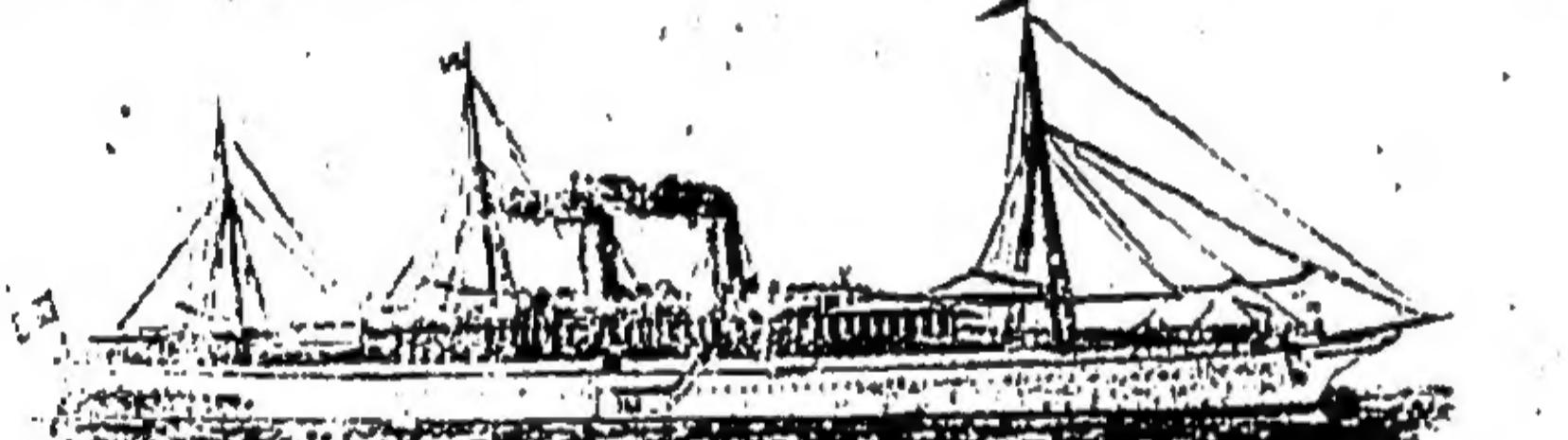
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	2,440 Tons	WEDNESDAY, 24th May.
" " "EMPERESS OF CHINA"	6,000	WEDNESDAY, 31st May.
" " "EMPERESS OF INDIA"	6,000	WEDNESDAY, 21st June.
" " "TARTAR"	4,425	WEDNESDAY, 5th July.
" " "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 12th July.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class, Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 10th May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Care at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.
HAVRE and HAMBURG.	28th May.
Jaburg (Calling at S'PORE, PENANG & COLOMBO).	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.
von Hoff (Calling at S'PORE, PENANG & COLOMBO).	13th June.
BRISGAVIA	HAVRE and HAMBURG.
Russ (Calling at S'PORE, PENANG & COLOMBO).	28th June.
SITHONIA	HAVRE and HAMBURG.
Hildebrandt (Calling at S'PORE, PENANG & COLOMBO).	13th July.
ACILIA	HAVRE and HAMBURG.
Albers (Calling at S'PORE, PENANG & COLOMBO).	26th July.
NUBIA	HAVRE and HAMBURG.
NEW YORK VIA SUEZ, Habel, with liberty to call at the Malabar coast.	2nd June.
	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 13th May, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Details.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PEMBANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

H.H.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

WEDNESDAY, 24th May.

WEDNESDAY, 7th June.

WEDNESDAY, 21st June.

WEDNESDAY, 5th July.

WEDNESDAY, 19th July.

WEDNESDAY, 2nd August.

WEDNESDAY, 16th August.

WEDNESDAY, 30th August.

WEDNESDAY, 13th September.

WEDNESDAY, 27th September.

WEDNESDAY, 11th October.

WEDNESDAY, 25th October.

WEDNESDAY, 8th November.

WEDNESDAY, 22nd November.

WEDNESDAY, 20th December.

WEDNESDAY, 2nd January.

N. WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Order will be granted till NOON, on MONDAY, the 22nd May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.</div

Intimation.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS.—

LADIES'
DEPARTMENT,

A LARGE
AND
VARIED STOCK
OF THE
NEWEST
DRESS
MUSLINS
AND
WASHING
FABRICS.

PRETTY
BATHING
DRESSES
AND
CAPS.

CHILDREN'S
DEPARTMENT.

NEW
WASHING
HATS.

PITH
HATS.

BOYS' & GIRLS'
SANDALS.

SUITS.
—
DRESSES
AND
BATHING
COS-
TUMES.
&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 22nd May, 1905.

Auctions.

PUBLIC AUCTION.
THE Undesignated have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 23rd May, 1905, at 11 A.M., at the Hongkong
and Kowloon Wharf and Godown Company's
Open Storage M. L. S., Tsim-tsa-tsui,
ABOUT 300 TONS OF CARDIFF COAL,
damaged (more or less) by Fire and Water.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers
Hongkong, 22nd May, 1905.

PUBLIC AUCTION.

THE Undesignated have received instructions
to sell by
PUBLIC AUCTION,
ON
WEDNESDAY AND THURSDAY,
the 24th and 25th May, 1905, at 10 A.M., each
day, at H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING,
OBsolete AND CONDEMNED STORES.

Comprising—
FIXED OVERHANGING SHEERS, complete
with CHAINS and BLOCKS and capable of
lifting 20 tons—Test load 30 tons. ELECTRICABLE MACHINERY & FILATING,
BRASS, COPPER, IRON, MANGANESE,
BONZE, PAPER, STUFF, CANVAS, FURNITURE,
BLANKETS, PROVISIONS, IMPLEMENTS, &c.

Catalogues will be issued.
TERMS OF SALE—As customary.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 17th May, 1905.

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95, OR 1925.

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hong-
kong,
VALUABLE LEASEHOLD
PROPERTY,
situate at Victoria in the Colony of Hongkong,
on

THURSDAY,
the 25th day of May, 1905, at 3 o'clock P.M., at
Messrs. HUGHES & HOUGH'S SALES ROOMS,
Des Vieux Road Central.

All that right of EQUITY OF REDEMPTION in and in all those portions of Marine Lot No. 225, which are registered in the Land Office as Subsidiary Nos. 3, 4, 5 and 6 of Section D of Marine Lot No. 225, and which said Pieces or Vessels of Ground contain by measurement in the whole 5,742 square feet and are more particularly delineated on the Plan thereof annexed to an Indenture of Assignment dated the 31st December, 1888, and registered in the Land Office by Memorial No. 16,678 with the dwelling houses known as Nos. 3, 5, 7 and 9, Tung Loi Lane, and Nos. 10, 12, 14, and 16, New Market Street, Victoria, aforesaid and aforesaid from the Crown for the residue of a term of nine hundred and Ninety-nine years granted by a Crown Lease dated the 14th day of December, 1878. Annual proportion of Crown Rent \$100.31.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOCKES & MASTER,
Solicitors for the Plaintiffs in the above
action who have the conduct of the
said Sale.

Messrs. EWENS & HARSTON,
Solicitors for the Defendant Li TSUNG
YAK, otherwise known as Li PO
LUN, the Defendant in the said
Action,
or to—
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Dated the 13th day of May, 1905.

[561]

Notice of Firm.

NOTICE.
THE Interest and Responsibility of Mr.
HART BUCK in our Firm CEASED on
the 1st May, 1905.

JOHN D. HUMPHREYS & SON,
Hongkong, 17th May, 1905.

[569]

Intimation.

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAVS
ON HAND.

PRICK VERY MODERATE.
Hongkong, 16th September, 1905.

[59]

Furniture Warehouse.

LI. KWONG LOONG,
李 龍 龍

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE.

No. 45, DES VIEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
I. D. Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

[60]

How Millionaires Spend Money.

When the millionaire of to-day sets out to give away his money he does it with a circumspection unknown to the millionaire of a generation ago. Although a far huger total is given than even before, it is given more warily. "It is easier to make a million than to give away a million." Such is the dictum of Mr. John D. Rockefeller. He makes new millions with ease, but he gives away only after stress of examination and study.

Mr. Rockefeller gives huge totals of money freely. He recognises his responsibility as the richest man in the world, and his gifts are of wide range. But the basis of all with him is the profound conviction that money should breed money. He will not, if he can help it, give golden honey to the drones in the hive of the world.

He has organised a department for the giving away of money, and this department is managed well and heedfully, as is any of his departments through which money is made. His system of charity is iron-clad. Everything must follow the prescribed course.

His most powerful lieutenants, and even the members of his own family, if they wish to interest him in any proposed beneficence, an application must be formally made, and formally investigated by the great man's private bureau, and must so bear the test as to receive formal recommendation.

A myriad of applications go to Mr. Andrew Carnegie, and, as is the case with Mr. Rockefeller, all of the letters are read. To Mr. Carnegie are sent not only letters of appeal, but letters offering any gratuitous advice as to how to spend his money.

"I try to answer letters promptly," said Mr. Carnegie, "but it is possible for one to be overlooked."

He led his friend into an adjoining room, and pointed to a long table covered with letters arranged in classified piles. "That is yesterday's mail," he said.

Mr. Carnegie has established in New York a bureau of five men to carry out all details of investigation and distribution, and to handle matters connected with his libraries.

Mr. George Gould, a man of generous heart, is saved from many an application by the fact that his sister, Miss Helen Gould, stands in the public eye as the charitable representative of the family. The work of Miss Gould for several years past has been largely among the families of soldiers, and her purse is always open for the cause of religion and missions.

Each week she receives more than a thousand letters of appeal of one kind or another, and the work of answering, ignoring, or investigating develops upon a chief, secretary and several assistants. Most of the chaff is thrown away on a first reading, leaving little that seems to deserve care.

Miss Gould has the reputation of giving more aid in cases of individual need than any person in the world, although the total of her benefactions annually is very much less than the high college and library gifts of others.

The charity of Miss Gould runs largely to the doing of the thing front of her. When a hotel burned across the street from her home, the firemen, working hour after hour throughout a long night, found at her door a constant supply of food and hot coffee, a little thing this, perhaps, but one which shows her swiftness of help.

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WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
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Hongkong, 20th May, 1905.

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Hongkong, 17th April, 1905.

MARRIAGE
On the 13th May, at Shanghai, WALTER
PATTISON to ELIZABETH, widow of the late
Thomas Henry Hards, both of Shanghai.

The Hongkong Telegraph
HONGKONG, MONDAY, MAY 22, 1905.

A YEAR'S WORK AT THE
POST OFFICE.

In a port like Hongkong, which daily sees the trans-shipment of mails from the big ocean liners to the small distributing craft which ply around the coast, the work of the Postal Department is exceptionally onerous and trying. Some idea of the vast quantity of mails which pass through the Hongkong Post Office every year is furnished in the report by the Postmaster-General, Mr. L. A. M. Johnston, on the work of the Department during 1904. In one respect the report is incomplete, for while we are told that 52,020 bags of mails, 3,003 packets, and 1,713 loose letter boxes were received during the past year, we get no idea how many separate letters, newspapers, etc., passed through the hands of the Post Office officials, although a rough estimate may be formed from the figures supplied. The increase in the number of ordinary mails entering Hongkong as compared with the previous year was 8,703 bags, 288 packets, and 61 loose letter boxes. But besides these the Registration Branch received 13,576 bags of mails, 6,063 packets and 4,724 boxes, an increase over the receipts of 1903 of 1,661 bags, 608 packets and 804 boxes. With regard to the despatch section, the figures are—11,556 bags, 4,001 packets, and 1,273 boxes of ordinary mail matter, or an increase of 9,026 bags and 1,384 packets. The registered mail for 1904 despatched from Hongkong was—13,167 bags, 6,368 packets, and 6,407 boxes—an increase of 1,397 bags; 2,284 packets, a 2,435 boxes. But figures are dry work in the main, and, the Postmaster-General brightens his report with a touch of humour. In 66 unregistered letter which were opened in the Dead Letter Branch, a most miscellaneous selection of articles was discovered. Of course, there was a lady's to nice there—although one wonders how it ever managed to secrete itself in a letter—a lot of silk handkerchiefs, silver curios and money orders galore. Altogether 38,229 articles were dealt with by the officials in the Dead Letter Office, of which 24,771 were returned from Hongkong to other places while 13,158 were received here from other countries. It would appear as if people, once they have written a letter, close the envelope and send it to the Post Office in blissful trust that the matter is ended. They seldom sign their names in full, unless it is a business communication, and if by any chance the party to whom the letter is addressed has disappeared from his wonted habitat, the letter is lost to the world, and eventually destroyed. Time and again the Post Office authorities have issued notices of advice on this subject, but they have no apparent effect. When bank drafts, Bank of England notes, cheques and money orders are found indiscriminately mixed up with ordinary correspondence which has found its way into the Dead Letter Office, it is evident that the public generally refuse to be guided by the skilled advice of the Post Office authorities. Some idea of how the labours of the Registration Branch have increased is supplied in a brief note appended by the Postmaster-General. "The number of registered articles and parcels handled in the General Post Office, Hongkong, shews the very considerable increase of 68,498 over the previous year. The average number handled on each working day is 1,914 or 219 more than last year." When reference is made to the list of international and local registered correspondence it seems that no less than 237,064 registered articles were despatched during the year while 297,391 were received. That is exclusive of the parcels which form a large share of the Department's work. When it is remembered that all these special "articles" have to pass through a temporary office, far from being adequate in space or accommodation for the needs of the officials, it will be admitted that the lack of mistakes and the general efficiency of the staff borders on the marvellous. The total revenue of the Post Office during 1904 amounted to \$408,458, a slight decrease as compared with the previous year, but this is accounted for by the fact that certain official mails which were formerly prepaid in cash now get their letters prepaid in stamps, so that the decrease is more apparent than real. The balance at the credit of the Post Office is \$91,702 which compares favourably with the \$80,689 of 1903. It has been remarked that the actual figures as to the number of letters and parcels passing through Hongkong are not stated, but a very good general idea may be obtained from the list showing the number and denomination of the stamps issued. The greatest run was on four-cent stamps, of which 2,256,720 were sold; the two-cent stamp comes next in popularity, so to speak, 1,068,400 having been disposed of; while

curiously enough, the third place is taken by the ten-cent stamp with 1,052,400 issued—a fact which indicates the extent of Hongkong's correspondence with countries other than those within the British Empire. There were 834,000 five-cent stamps purchased and 509,280 one-cent stamps. The other denominations, while several of them ran into five figures, were not so greatly in request. It is customary to talk about the picture post-card craze, but it would seem as if Hongkong had almost escaped that fascinating hobby. According to the official records only 15,460 one-cent post-cards were called for, and only 17,400 four-cent cards passed through the Post Office. Considering that Hongkong is a great centre for tourists and visitors in transit it might have been expected that the picture postcard would have run riot through the mails, but that would not appear to be the case. The scheme of issuing books of stamps at \$1 each has apparently met a decided want, for 3,040 books were sold in the course of the last twelve months. From whatever point of view the work of the Post Office is considered, it will be recognised that it is filling an important niche in the official world of Hongkong. In spite of the cramped quarters, and the general inconvenience which exists in consequence, the Department has carried out its duties with marked efficiency. But every year the work of the Department is increasing and every year the accommodation at the present office is diminishing. It is to be hoped, in these circumstances, that the Government will see the necessity for pushing on with all possible despatch, the construction of the new Post Office building. The demands of the business community, and especially of the shipping firms, that the Post Office should be in the highest state of efficiency—which can only be attained by skilled officials working under congenial conditions—cannot lightly be left unheeded. Those who have no connection with the Post Office can scarcely realise the difficulties under which the officials are working at present. When two mail boats come in simultaneously it is a marvel that red rank chaos does not prevail at the Post Office. But somehow or another they manage, not to "muddle through" as the opponents of the British Ministry have it, but to discharge their duties with a minimum of trouble to the public. Only last week two French mails arrived together, one from Europe and the other from the north. The Post Office successfully coped with the excess of work, but how much easier would the task have proved and how much more satisfactorily would it have been accomplished had the officials had all modern conveniences at hand? Of course the Government cannot be blamed for the present state of affairs, but the benefits which the whole Colony will derive when the new Post Office is erected and occupied are incalculable. The sooner, then, that the work is finished the better it will be for all concerned.

LOCAL AND GENERAL.

A CORRESPONDENT writes to us asking when the public are to be favoured with the announcement of the starting of the Volunteer Promenade concert, which were so immensely popular last season.

ON Wednesday morning at ten o'clock H. E. the Governor will attend the Empire Day celebration at Kowloon School. He will distribute the school prizes and afterwards deliver the Empire Day address to the pupils.

THE Waiwu and the Board of Commerce have reported their views to the Throne regarding the petition of Viceroy Ling Chingtu to open the native city of Yunnan for foreign trade and the petition has been duly sanctioned by the Throne.

AT the Supreme Court this afternoon the Puisne Judge heard an application by Mr. H. N. Ferrers, instructed by Mr. Otto Kong Sing, on behalf of Wong Ku Cheong now detained in Victoria Gaol for a writ of habeas corpus directed to the Superintendent of the Gaol to bring the prisoner before the Court in connection with the trial. His Honour said he could not proceed with the matter without an affidavit from the prisoner, and accordingly adjourned the case.

A SERVANT girl employed at 475 Queen's Road West, was charged this morning before Mr. Hazelton with the theft of a pair of gold bangles valued at \$55, the property of her mistress. For the prosecution it was stated that the girl took the bangles to a jeweller at Station Street, Yau Ma Tei, and ordered the men to melt them down and make her a ring and a pair of rattan gold-mount-bangles. This was done, and as there was some gold left she sold it to the man for \$10 cash. The girl, who said the story was quite true, was sentenced to six waks' hard labour.

BEFORE Mr. G. N. Orme this afternoon Li Ching, a 70k, employee of a Chinese boarding house, No. 29 Des Vaux Road, West, was charged at the instance of Wong Kai Leung, a clerk in the office of the Registrar General, with offering him a bribe of \$5, on the 11th of April last. Mr. R. Master, of Messrs. Johnson, Stokes and Master, appeared to watch the case on behalf of the prosecution, and Mr. O. D. Thomson appeared for the defence. His Worship held that defendant was guilty of offering a bribe and fined him \$500, with the alternative of four months' imprisonment.

WEDNESDAY next, the 24th instant, having been declared a public holiday the Post Office will be closed after the despatch of the Canadian, United States and German Mails. The money order office will be en irely closed. In the event of the arrival of either the German Mail from Europe or the American Mail after midday, the Post Office will re-open for the delivery of town correspondence.

WHEN Shen Yu-ching, new provincial Judge of Canton, was granted audience he was instructed by the throne to the effect that when he reached Canton he shall consult with Viceroy Tsen Chun-hsu-n and carry out the reorganization of the navy there in order to strengthen the defence of the province of Kwangtung. Shen Yu-ching has persuasively asked the throne that strict instructions shall be given to the authorities concerned to defend the Foochow Arsenal from the Baltic Fleet and the Peking authorities have already ordered Chung Sheng, the Tatar General at Chungking, by wire to look after the matter.

COUNT OKUMA'S SPEECH ON
THE WAR.

DEFENCE BY THE "NICHU-NICHU."

It will be remembered the Nippon, together with other journals, not long since trenchantly criticised one or two of the utterances in a recent speech of Count Okuma, a Progressist leader. The Tokyo "Nichi-Nichi" now has an article in defence of this speech which is well worth reading. It says:

"The recent speech of Count Okuma at a meeting of the Committee of the Progressive party has evoked a great deal of adverse criticism. The Court has been accused of being pessimistic and superficial when he referred the horrors of war; he has been condemned for pessimistic observations when every one should be cheerful, forgetting war's dark side and only considering ways and means, to set things right after the enemy has been crushed. Briefly, most of the critics regarded Count Okuma's opinions as pessimistic and superficial observations, and they attacked him from fear that his speech might depress the public spirit."

"We, however, hold that Count Okuma's opinions are sound, practical, and to the point. He has depicted current evils, and we are rather inclined to admit his power of judgment. Count Okuma held that the evil wrought by war is not only to be regarded morally and physically, but that it would seriously affect questions of finance and economy, while the difficulties arising out of the war would increase as time passes. If this can be said to be pessimistic, it is none the less true. Who can think without a feeling of horror of the sick and wounded brave men who have borne the hardships of the fight in the desolate fields of Manchuria, exposed to the cold wind and biting frost? The destruction wrought by war is truly shocking. The Japanese Government, to avoid this great calamity, tried its best to avert the war and in the negotiations with Russia before the outbreak made all possible concessions. Our patience was fully admitted by the Powers, and Russian efforts to stir up opposition to Japan by use of the "Yellow Peril" bogey were happily not taken seriously by Europeans or Americans. We cannot agree with the one who, now accustomed to the continued success of the Japanese arms, are taken off their guard and, now impudent, and who accuse one who dwells upon the horror of war of being a superficial and pessimistic observer. Count Okuma is perfectly right in asserting that the future of the war is yet uncertain, that it may develop into a long-continued struggle like the 'Thirty Years' War, and that the army become a permanent garrison. Count Okuma fears that the nation, dazed by success and made too optimistic, may make the serious mistake of despising the enemy. He is opposed to this popular tendency, and has warned the public against becoming weary of the long continuation of the war. His opinion is perfectly sound, and stands pre-eminent above that of popular opinion."

"It is surprising that those who cry for national patience and perseverance should urge that the dark side of war be forgotten. This is in our opinion the real superficial view. The Count discussed the relations of the war to diplomacy and referred to the importance of the relief of the wounded and sick as well as the families bereaved of their bread-winners. He referred to the financial administration in the future, and said:—"When the campaign has entered upon a state of continuous war (kyuuen), it will be difficult to accomplish our ends with a million of so diers and a war fund of seven or even hundred millions of yen. What is most important at the present moment is to show the enemy our power standing the strain for any length of time and force the enemy to bend. To do this is of vital importance that we should not waste the war fund and should observe strict economy in expenditure. The Government having at their disposal an unprecedented amount of money in connection with this war, occassionaly shows a disposition to be imprudent in spending it while prominent men outside the Government, who cried for thirst and diligence in business at the commencement of the war, have forgotten their counsel. This can be seen from the fact that tea-houses and restaurants have been busy once more since the turn of the year. Such signs are to be deplored. If the kyuuen is unavoidable, the Government and people must observe the principle of thirst and diligence in business in order to be enabled to bear the financial strain, necessary to continue operations."

"Now this is a very sound view, and appropriate to the moment. At the commencement of hostilities, some people proceeded to observe such extreme thirst as to offer their jewelry to the gold reserve fund of the Bank of Japan. They dispensed with valuable apparel, rich food, and carriages. Not a few have now forgotten these first resolutions, and are intoxicated by the continued success of our arms. There are others who, having made great profits in supplying war material, are now leading an extravagant life. There are signs of the increasing importation of luxuries, and none of these are good signs. Since the commencement of the war we have heard from time to time of the economies observed by the Imperial Family. The evils of fast living in which the people indulged after the Japan-China war, encouraged by the apparent business prosperity, are again evident, and it is not unnatural that a man of the eminence of Count Okuma should warn the public against impending dangers in strong terms. His speech is regarded by some as encouraging the enemy, but we are inclined to condemn his critics as wanting in sense. Briefly, the Count's recent speech is one of the best he ever made, and those who deride it merely as possibly exposing their own lack of intelligence. We do not hesitate to praise the speech as a valuable lesson for the nation, which is now entering upon an unprecedented national crisis."

DAMAGES FOR ILLEGAL ARREST.

An action for false imprisonment was brought in the Summary Court on Saturday, before His Honour Mr. Sercombe Smith. The plaintiff Ip Tok claimed \$500 damages from Chui Lee Shan for illegal arrest, and \$2.75 being money which he had lent to the defendant. From the evidence it appeared that the plaintiff and defendant were in company on the 10th, and during the afternoon the defendant lost a trunk; and alleged that the plaintiff had made away with it. Plaintiff denied the statement, but the defendant insisted that nobody else could have stolen the trunk and ordered a lunge to arrest him. The plaintiff was kept in prison from Saturday till Tuesday, when there being no evidence against him, he was discharged. His Honour held that the plaintiff had not established his claim to \$2.75, but with regard to the first claim the law was that the defendant must show reasonable and proper cause for giving a man in custody on account of a felony. The grounds which the defendant put forward in justifying his suspicion with regard to the plaintiff were chiefly that he relied on a story told him by another member of a Chinese club, and this story the other member of the club denied having told him. That was certainly not an adequate ground for suspecting the plaintiff of stealing the trunk. With regard to the damages, the incidents of arrest were not accompanied by any ignominy, barring being seen by persons in the club, and His Honour thought the sum of \$25 would satisfy the claim for damages, and judgment was given accordingly, with costs. Mr. R. Harding, of Messrs. Ewens & Harston, appeared for the plaintiff, while Mr. C. E. H. Beavis, of Messrs. Wilkinson & Grist, represented the defendant.

CANTON NOTES.

[From Our Own Correspondent.]

CHINESE EXCLUSION LAW.

CANTON, May 19th.

"The Cantonese are considerably excited over the new Exclusion Law. A meeting is called for to-day, and probably some action along the lines of the Shanghai meeting will be taken. In former years very little notice was taken by the people generally when the law was made or changed, and merchants and influential classes made no protest. That the merchants are taking the matter up in evidence that the people are becoming more enlightened and realize their right to be considered. It is hardly possible that any thing more will be done than to enter some protest against the new law. The merchants are too much in love with American goods to attempt any boycott. Yet it should not be forgotten that nowhere on earth has the boycott been applied with more rigour and with more success than in South China. It may be that the Chinese both in Canton and in the United States are to blame for the increasing stringency of the Exclusion Law, but the United States should remember that long-suffering as China is there is a limit to all things and that the time is not far distant when China will demand fair play, and if fair play is not granted retaliation will speedily follow."

FIRE AT HONAM.

A fire broke out on Honam yesterday afternoon. About 100 shops and houses were burned along the river front on the Macao Reach. A lot of valuable timber was burned and among this was a leak.

THE VICEROY AND PROGRESS.

An instance of the Viceroy's attitude towards progress has just come to light. As is known to most people at all acquainted with China there are a large number of slaves among the Chinese. These slaves are of two kinds. One class ranks on about the same level as servants. They receive no wages but when married they become free. The other class is doomed to perpetual slavery. This class must marry in its class and the children of such marriages are slaves. They have no voice in the management of affairs, nor can they compete in the examinations. Formerly they were in the families of their masters. As they married and increased in number they formed villages and lived apart from the free people. A number of these villages are scattered over South China. Perhaps they are most numerous in the "Four Districts." Here we find large villages. These slaves are called upon to perform any work and are usually employed in doing what the lowest freemen will not do. Now they receive small wages for their services. There is no reason why these people should not be set free. Little opposition would be found among slave owners. A liberal-minded gentleman in Canton undertook to champion the cause of the slaves and prepared a petition in their behalf. The petition was sent to the Viceroy, but the result was far from what the petitioner expected. Instead of being commended for his interest in the slaves, his house was confiscated and the man himself may be happy if he escapes with his life. Such is the encouragement the enlightened Viceroy gives to his best subjects.

AMERICAN SQUADRON TO
VISIT HONGKONG.

The battleship squadron of the United States Asiatic fleet will leave Cavite, according to the "Cablenews," about May 24, for Hongkong, where it is expected they will remain several weeks. While in Hongkong the Ohio will undergo extensive repairs in her cabin compartments to put her in condition to receive the commander-in-chief. The "Rainbow" will accompany the battleships, norli to receive Rear-Admiral George Cook Reiter, who has been ordered to the command of the Philippine squadron. The transfer of the commander-in-chief's flag will take place shortly after his arrival. It is not definitely known how long the battleships will be away from Manila bay, but from the actions of the fleet since the advent of the Russian ships in Asiatic waters, they will hardly prolong their absence from the Philippines.

A COTTON YARN DISPUTE.

An interesting point was raised at the Supreme Court this morning before the Puisne Judge (Mr. Justice Sercombe Smith) in an action in which the Hung Cheong Fat firm of merchants of 44 Bonham Strand East, sued the Luen King firm of cotton yarn merchants, of 15 Bonham Strand East for \$561.00. Of this amount \$447.75 was for damages sustained by the plaintiffs by reason of the defendants breach of their agreement with the plaintiffs to purchase and take delivery of 120 bales of yarn, while the balance of \$113.34 was the difference in the prices of 86 bales of yarn purchased from plaintiff and agreed to be set off by the defendants against a like number of bales of yarn purchased by the plaintiffs from the defendants. It appeared that in the contract there was a time limit within which the delivery was to be taken and that period was exceeded. After giving due notice to the defendants, plaintiffs sold the goods and sued the Luen King firm for the difference of the original selling price and the re-sale price. For the defence it was argued that although the time allowed was exceeded there was no breach of contract, and that it was the usual custom if the time limit was exceeded to pay the goods

TELEGRAMS.

[Reuter's.]

The Russian Naval Command in the Far East.

LONDON, 19th May.

Reuter's agent in St. Petersburg writes that Admiral Birell has had an audience with the Tsar prior to leaving for Vladivostock, to command the Russian naval forces in the Far East. The report that he will assume the immediate command of the Baltic fleet is unfounded; Admiral Rozhdestvensky will conduct all pending operations.

Vladivostock.

All foreign commercial agents have been requested to leave Vladivostock; a similar measure was taken at Port Arthur prior to the investment.

Poland.

Later.

As General Maximovich, the Governor-General of Warsaw, was about to leave the cathedral after the Tsar's birthday service, a workman who was attempting to evade two detectives slipped on the kerb, and in falling caused a bomb in his pocket to explode, the workman, the detectives, and a bystander were blown to pieces and many others injured; the neighbouring buildings were wrecked.

20th May.

Twenty-one were wounded by the bomb explosion in Warsaw; three seriously. The workman responsible for the outrage was a member of a force of a section of socialists. The police are conducting a house-to-house search and many arrests have been made.

France and Spain.

M. Delessais has announced that Spain has accepted the frontier demanded by France; the frontier has consequently been carried to Pukanen from Cape Leming.

KOWLOON BOWLING CLUB.

The Kowloon Bowling Club provides much pleasure and recreation for its members and any function or promoted with the object of benefiting the institution should certainly meet with the support of a large section of the community both in Kowloon and Hongkong. This now contemplated extending the greens and in order to find the wherewithal to carry out the project the members of the Club, on Saturday evening, welcomed a large number of visitors to a concert on their grounds at Kowloon. Coloured lanterns and hunting were much in evidence, and despite the warm weather prevailing the proceedings were thoroughly enjoyed amid the prettily decorated surroundings. The programme had been carefully arranged and in order that the audience might not be wearied by too much of a good thing brevity was made the order of the evening. The concert was sustained by the following ladies and gentlemen with the undermentioned contributions:—Overture, Mrs. Baxter; song "The Carnaval," Mr. Hume; song "Author," Mrs. Hand; song "Trusty as Steel," Mr. Baxter; violin solo, Mr. Stibbs; "Call Me Back," Mrs. Moore; song "Three Beggars," Mr. Ward; song "I Love Daddy," Mr. Crawford; song "The Admiral's Brown," Mr. Russell; song "The Sweetest Story," Mrs. Moore; song "King's Mistake," Mr. Russell; song "Silky Colorado," Mr. Rawl; recitation, Mr. Logan; song, Mrs. Hand; song "Three Fishers," Mr. Baxter; song "Coon song," Mr. Edwards; song "The Valley of the Sea," Mr. Hume. The committee of arrangements, who, by the way, are to be heartily congratulated on the result of the concert were Messrs. S. Smith, Kuros, Galt and D. Gow.

EAGLERS' ENTERTAINMENT.

One of those pleasant and enjoyable entertainments which the Engineers provide from time to time was given at the Royal Engineers' Theatre in Wellington Barracks on Saturday evening, under the auspices of the R.E.C. It was the first of three performances, the others being due to-night and to-morrow night. The band of the 12th Bataillon played selections of music prior to the rising of the curtain. The programme comprised two halves, besides a number of solos, etc. From beginning to end the performance went with a swing and glee which kept the large audience in the highest spirits. Several of the performers, indeed, were repeatedly recalled, and the entertainment proved to be probably the best that had yet been seen at the Engineers' Theatre. The contributors to the programme were as follows:—Selection "Fan Toy," Band 29th Bataillon, R.E.; Farce in one act, by Frederick Hay, entitled "Lodgers and Lodgers"; Dramatis Personae—S.S.A. T. Walstow, R.E., Sapper, H.E. Moirant, R.E., Lt-Cpl. D. S. Mann, R.E., Mrs. G. Smith and Miss Marion Clarke; Song Supt. G. Simmonds, R.E.; Song (Comic) Sapper, W. Jerry, R.E.; Song Sgt. J. J. Gass, R.E.; Selection Band; Vocal Trio—S. A. Bacon, R.E., S.S. W. Harris, R.E., and Mr. J. Oxberry; Song (Comic) Pie, G. Burrows, R.E.; Song Mr. J. Oxberry; Due Q.M.S. A. Bacon, R.E., and S.S. W. Harris, R.E., Farce in one act, by W. E. Suter, entitled "Sarah's Young Man"; Dramatis Personae—Sgt. Woodhouse, A.P.C., Lt-Cpl. D. S. Mann, R.E., S.S.A. T. Walstow, R.E., Mr. J. J. Gass, Mrs. G. Smith and Miss Marion Clarke.

The committee in charge of the arrangements consisted of the following members of the corps:—President, Capt. C. M. F. Watkins, R.E.; General manager, Q.M.S. W. F. Hunt, R.E.; Stage manager, S.S.A. T. Walstow, R.E.; Assistant manager, Lt-Cpl. D. S. Mann, R.E.; Scenic artists, S.S. J. Norland, R.E., and S.S. A. Quick, R.E.; Stage carpenter, Supt. H. V. Morant, R.E.; Property manager, Sapper, Owen Minton, R.E.; Accompanist, Corp. F. Morris, A.P.C.; Hon. sec. and treasurer, S.S. J. McNamee, R.E.

A RECENT article by Admiral Fitzgerald, in the *Deutsche Revue*, in which the writer expressed the view that the growth of the German Navy constitutes a danger to Great Britain, has furnished the German Navy League with an occasion for insisting on the necessity of making preparations for war. The League's real object is to induce the German parliament to grant funds for the large increase of the German navy which is contemplated by the Kaiser.—*Mafichka*.

THE BALTIC FLEETS.

OUT ON THE CHINA SEA.

A MIDNIGHT SURPRISE.

[From Our Special Correspondent]

Kwong-chow-wan, 17th May.

Leaving against a pile of bales marked for South China ports I was watching the excitement gathering speed as the sailing time of the *Domenico* drew nearer. She is no fine Atlantic liner, tall and slim, with sweep of brass-rimmed ports and a long run of promenade deck; but simply a stoutly-built China coaster, of some 3,000 tons, with a rake of sticks and 'stack which gave her an appearance of speed as she swung to the tide in Hongkong harbour on Tuesday morning last. She was to my home for the next few days, and I was anxiously awaiting for the indicator on the telegraph to swing round to the "stand by" and let me know that the mid-noon would soon be on deck. There were voices on the other side of the bales, I listened, because I recognised that Capt. John Boardman was speaking.

"Now then, hurry up there; going to take all day with that lighter?"

"Can do, have finished," came the grunt from a tired-looking native fumbling a dozen tally-sticks in his grimy paws.

There was a rattle down in the fo'c'sle, the winch spun round, and the anchor chain clanked by the bows. The telegraph rang, the propeller began to thud, and the ship gathered speed as she headed along the Central Fairway out to Green Island and the blue sea beyond.

This, however, is beside the point. I had an important mission in hand and was anxious to get out of the smoky harbour into the clearer atmosphere, where the horizon was unobscured and every ship creeping up from the south came under the focus of the binoculars. From information, the source of which must for the present be treated as *sub rosa*, I had reason to believe that ships in touch with the Russian squadron had been journeying out from the coast much farther north than people in Hongkong had been given to understand was the case.

"Finding that they did not want to communicate with us, I continued on the voyage. Shortly afterwards, as I altered my course, the look-out porter more lights—on the starboard bow this time. It was another fleet of junks. When they saw us, they behaved in exactly the same manner as the first group. Flash signals were made by two leading boats but when they recognised us the lights disappeared."

"Did you attempt to speak to the junks?"

"It would have been useless. They never answer you. Altogether there were about 50 junks in the second lot, all of them of the three-masted type. They were lying under the lee of Round Island, and were drawn up close together. They were to be."

"They weren't fishing sampans, by any chance?"

Captain Boardman laughed. "Why, any long-shore lubber could distinguish between a three-masted junk and a fishing sampan. Any officer who has been along that coast can tell you that you never see a fleet of fishing sampans. You may see one or two sampans, but not every trip, and besides these fishing sampans are only very small boats. There is a vast deal of difference between a deeply-laden junk and a fishing sampan, as every seafaring man will tell you."

On the way back, the *Domenico* followed the outward route, keeping an eye open for the junks, but nothing was seen of them. They had, evidently, made off towards the south. "They could not be there, for ever," remarked Captain Boardman, "and if it is true that the Russian fleet is somewhere near the Paracels then the disappearance of the junks is accounted for at once. There can be no two ways about it; they were laden with stores for the Russians. They seemed to be under some central control, for in such case the leading boats made the signals, the remainder of the fleet lying quiet."

The following is the extract from the log of the *Domenico* on the subject:

"May 16th, 11 p.m. passed Round Island. Sighted large number of junks deeply laden, one showing signals. Steered towards them to communicate, but on recognising the ship they put out their lights. We stood on our course west for Nachau light. Light S.W. winds, with fine, clear weather throughout."

Captain Rohin, of the *E. Reckmers*, which arrived to-day from Kowloon, saw no sign of either of the belligerent fleets.

Captain Cox, of the *s.s. Isleworth* which arrived this morning from Saigon, reported that when he left there were quite a number of laden colliers still in Saigon River.

Captain Packman, of the *s.s. Purana*, states that on his way up from Singapore, which he left on the 16th inst., he passed close up to Kuanhau Bay, but he did not see a sign of anything whatever pertaining to the Baltic Fleet.

Captain Rolfe, of the *s.s. Yunnan*, which arrived this morning from Manila reported that on the 21st inst., when in lat. 22° N., long. 116° S. and E., he passed a steamer steering S.W. by S. with all lights out. At 4 p.m. in lat. 20° 40' N., long. 115° E., he passed another, deep draft, steering the same course.

Captain Moore, of the *s.s. Changsha*, which arrived on Saturday from Melbourne, via Manila, reports that about noon on the previous day in lat. 28° 20' N., 117° 17' E., he passed a collier deeply laden, steaming full speed. One hour later he passed another also steaming northward, and later met a third, deeply laden, steaming in the same direction, while a fourth was passed at 2 a.m.

The British steamer *Bexada*, which arrived in Manila on 15th inst. with a cargo of rice for Japanese ports, reports having heard heavy firing on the Saturday afternoon near Danger Reef, a small island situated in the South China sea, almost exactly midway between Saigon and Manila. The officers think that the rapid and heavy firing indicated that a naval battle between the two belligerent fleets was in progress.

of water in the neighbourhood and the fact that they were so deeply laden and anxious to speak a steamer which was evidently due about the time that our ship poked her nose into their affair. Seeing that the junk people were not at all inclined to communicate with us we proceeded on our voyage and arrived here early this morning.

Since landing I have been advised to proceed to the south and if it is possible to leave at an early date I shall at once depart for Nachau and Hainan;

JUNKS OFF CAPE ST. JOHN'S.

CONFIRMATORY NEWS.

Captain Boardman, master of the steamship *Domenico*, which arrived at Hongkong on Sunday from Kwong-chow-wan, gave a representative of the *Telegraph* some interesting details of his last trip to the latter port, confirming in every respect the telegram which we published from our special correspondent the other day regarding the presence of a large fleet of junks off Cape St. John's. The *Domenico* left Hongkong in the early part of last week for Kwong-chow-wan. About 10.15 p.m. on Tuesday, the officer on the watch reported to the captain that shipping lights could be seen on the port bow, bearing S.E.W. from the *Domenico*.

"We bore down for the lights and, as we approached, flash signals were made by the two leading boats. It was a beautifully clear night; the moon was shining, and we could see a great fleet of junks loaded up to the gunwales with stores of every description. In that group there would be at least two three-masted junks. As soon as we came up to the junks, they seemed to recognise the *Domenico*; the signals ceased and the lights were extinguished. We went as close to the junks as we thought prudent, and we could see that they were all deeply laden, even the decks being covered with cases and barrels of provisions."

"Finding that they did not want to communicate with us, I continued on the voyage. Shortly afterwards, as I altered my course, the look-out porter more lights—on the starboard bow this time. It was another fleet of junks. When they saw us, they behaved in exactly the same manner as the first group. Flash signals were made by two leading boats but when they recognised us the lights disappeared."

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THE "STAR" FERRY CO., LTD.

The report of the directors which will be presented to the shareholders at the seventh annual meeting to be held at the City Hall, on Saturday, the 27th May, is as follows:—

"The directors have the pleasure to submit to shareholders their report, with a statement of account for the year ending 30th April 1905.

"The net earnings of the boats, after paying all working expenses, were \$56,692.45 as against \$55,684.42 last year, being an increase of \$1,008.03.

"The amount of credit of profit and loss account after paying for repairs and placing \$9,164.15 to credit of insurance fund, is \$1,312.79 which, with the approval of shareholders, it is proposed to appropriate as follows:

Directors' and auditor's fees.....\$1,100.00

Dividend of 18 per cent.....27,000.00

Write off boats.....9,283.00

Transfer to reserve fund.....5,000.00

Carry forward to new account.....929.79

\$41,312.79

BOATS.—The *Morning Star* and *Evening Star* have been added to the fleet.

DIRECTORS.—In accordance with the Articles of Association Mr. A. J. Raymond retires but offers himself for re-election.

Mr. N. A. Siehs having resigned, his place was taken by Hon. Mr. W. J. Greson.

AUDITOR.—Mr. W. H. Potts has audited the accounts now presented and offers himself for re-election.

C. H. CHATER, Chairman.

The following is the account:

BALANCE SHEET,
30th April, 1905.

Liabilities.

To Capital—

10,000 shares @ \$10
each fully paid.....

up.....\$10,000.00

10,000 shares @ \$10
each \$5 paid up.....

.....\$150,000.00

Reserve fund.....

Insurance fund.....

Unclaimed dividends.....

PAUL JONES.

THE FATHER OF THE AMERICAN NAVY.

The persistence of the American Ambassador in Paris, and the fond imaginings of the American romantic public, have gained their end, and it is officially announced that the authentic remains of John Paul Jones, the ocean free-lance, "Father of the American Navy," have been discovered in the obscure Paris Protestant cemetery, where they were deposited in 1793. Congress has appropriated £7,000 for the expenses of exhumation and transport on an American warship to a new grave in a new hemisphere.

He has had to wait a hundred years for his apotheosis, but it has come at last, as he, with his magnificent audacity—blend of Napoleon and D'Artagnan as he was—prophesied it would.

Born the son of John Paul, a Scotch gardener, at Kirkbean, on the Solway, it must be admitted that he travelled a long way on that road to glory of which he was always talking. Cabin-boy, sailor, slave, smuggler, captain in the American navy, captain in the French navy, admiral in the Russian navy, he was, perhaps, the most glorious adventurer of his age.

John Paul Jones was a human firework. He flared across two continents and suddenly went out, at the age of forty-five. "If this man had lived," said Napoleon ten years afterwards, "France would have had an admiral." But he would never have been Napoleon's admiral. They're too much alike in origin and character ever to have coalesced.

The incongruities in this Scotchman's character were endless. "I was," says Prof. Laughlin, the naval student: "A man of distinguished talent and originality; a thorough teamster, and of the most determined and tenacious courage. On the other hand, his vanity was excessive, his life was spent in a never-ending series of squabbles, all more or less discreditable, with his subordinates, with his equals, with his superiors."

And the same authority sums him up as "vain, greedy, and selfish."

Probably no really first-rate man ever was so vain as Paul Jones. He was vain of his seamanship and courage, and he had good reason for it; he was vain of his honour, and he had none; he was vain of his success with women, which was great; and he was vain of his talents in verse, which was small. He fascinated all the women and quarrelled with all the men.

He had hardly been in the infant United States navy a year when the first list of captains came out, on which he was eighteenth in seniority. Promptly he writes: "Whereby No. 18 is superseded by 13 men, although their superior merits and abilities are at best presumptive, and not one of them was in the service on the 7th day of Dec., 1775, when No. 18 was appointed senior lieutenant of the navy."

And that was his tone throughout.

A great many heroes in times of stress have proved to be merely play-actors; in Jones's case the play-actor behaved like a hero. He acted on the deck of the *Bonhomme Richard* off Flamborough Head in September, 1779, just as the sailor hero of a *mein-träum* would act on the boards. He was fighting a King's ship, the *Serapis*, with her vier guns, which were knocking his rotten old converted East Indian into splinters.

His scratch crew did not contain more than one-fifth native-born Americans; the rest were English, Irish, French, Portuguese, Swedes, and neutrals. The *Bonhomme Richard* is sinking, and one of the officers calls out that she surrenders. Instantly Jones hurls his pistol at him and fractured his skull. Capt. Pearson, the Englishman, whose vessel is badly punished, calls out to know whether he surrenders. Jones has an answer that would have fitted T. P. Cooke: "I'm only just beginning to fight."

The quartermaster, in a panic, releases all the English prisoners from the hold. They could have taken the ship, but are so daft that when Jones, with superb impudence, orders them to start plumping them obey him. Then when the vessels have been each reduced to their last gasp the *Serapis* surrenders, and Paul Jones has won the greatest victory of his life.

His losses were as great as his antagonist's; his vessel was so badly injured that she sank next day. It was the sublime audacity of the master-mind which alone won that sea-fight. As Capt. A. T. Mahan, the American naval authority, says: "The victory was wholly and solely due to the immovable courage of Jones. The *Bonhomme Richard* was beaten more than once, but the spirit of Jones could not be overcome."

Yet the hero is so ingrained a play-actor that we find him not long after assisting in a theatrical representation of the capture of the *Serapis* on the deck of a French man-of-war. Under a pink silk awning Jones reclined, surrounded by Parisian society women, while sailors discharged fireworks at perfidious Albion.

There was something about this rough, perky, vain, vulgar, daring sailor which "intrigued" the jaded palates of Paris society under the dying "ancien régime" as an olive does that of the modern epicure. His correspondence with Mme. Aimée Adèle de Tellis (a natural daughter of Louis XV.) is couched in terms which leave no doubt of the relation between them. In May 1780, the writes to *L'Orléans* that she understands Jones and his crew are without pay. She has diamonds which can be converted into money, and in the name of the love with which she is consumed begs him to accept, of his assistance.

The Countess de Lavendahl drew his picture, on which a lady distrist of the day remarks: "Since he received it, he says he is like a second Narcissus in love with his own resemblance; to be sure, he is the most agreeable sea-wolf I ever had to meet."

In England he was called, most unjustly, "Paul Jones the Pirate," but when he came here in 1793 he was received at Lansdowne House, and presented to the Prince of Wales, who was then coqueting with the Whigs. He walked on "Change, and swapped compliments with the merchants whom he had plundered during his career as a commerce-destroyer, and he participated sufficiently in the tastes of polite society to be present to see Medina, the few, fight on Wormwood Scrubs.

Probably he enjoyed it, for though Paul Jones had not the physique of the pugilist he had the temperament for excellence. His reckless daring, his thirst for glory, and his appetite for money made him unique among the sons of men.

Yet he had his black days, and the Chevalier Pongibaud tells a funny story of the heroic Jones rushing into his room at Brest, imploring sanctuary. A mad French captain, one Landais, whom he had charged with treachery and cowardice, had challenged him to a duel with threats to run him through. As Jones knew nothing about rapiers, and a great deal about cutlasses, he was flying for his life before the furious Frenchman.

He called himself a "citizen of the world," and he proved it by specially selecting that part of the world in which he was born for plunder and rapine, and by fighting for any cause that would hire his sword. Prof. Laughlin remarks that America voted him after the capture of the *Serapis* a gold medal, and France a diamond sword, and neither of them ever employed him again.

But the present generation in the United States is anxious to possess a past, and Paul Jones, in spite of his weaknesses, will occupy a very prominent niche in its Pantheon of fame.—Ex.

Shipping.

Arrivals.

Changsha, Br. ss., 1,463, T. Moore, 20th May.—Sydney 23rd April, Brisbane 26th, Broadmount 29th, Mackay 30th, Townsville and Cairns 1st May, Thursday Island 5th, Zamboanga 11th, and Manila 15th, Gen.—B. & S.

Clark Jelben, Ger. ss., 1,103, F. Bendixen, 20th May.—Swatow 19th May, Gen.—B. & Co.

Hoimal, Nor. ss., 707, S. A. Johnson, 20th May.—Wuhu 15th May, Rice—D. & Co., 1d.

Luisang, Br. ss., 3,460, P. M. B. Lake, 21st May.—Calcutta 6th May, Penang and Singapore 16th, Gen.—J. M. & Co.

Paoing, Br. ss., 1,087, H. Hawley, 21st May.—Shanghai 17th May, Gen.—B. & S.

Huo, Fr. ss., 705, Gothenburg, 21st May.—Quang-chow 20th May, Gen.—A. R. M.

Macchew, Ger. ss., 950, Harjes, 21st May.—Bangkok 13th May, and Swatow 20th, Rice.—B. & S.

Hector, Br. ss., 3,005, J. Dimondson, 21st May.—Singapore 15th May, Gen.—B. & S.

Baron Fairlie, Br. ss., 2,323, J. I. Ullstrom, 21st May.—Moj 15th May, Coal.—Order.

Thyra, Nor. ss., 2,419, P. M. Toyre, 21st May.—Moj 15th May, Coal.—M. B. K.

Dardanus, Br. ss., 2,997, H. Schlaikir, 21st May.—Shanghai 8th May, Gen.—H. & S.

Jarl Diederichsen, Ger. ss., 774, H. Schlaikir, 21st May.—Haiphong and Hoihow 20th May, Gen.—J. & Co.

Yuenang, Br. ss., 1,128, P. H. Roise, 22nd May.—Manila 19th May, Gen.—J. M. & Co.

Mathilde, Ger. ss., 678, A. Uldeberg, 21st May.—Pakhoi 7th May, and Hoihow 9th, Gen.—J. & Co.

Geuchen, Br. ss., 1,228, Sidford, 22nd May.—Canton 21st May, Gen.—B. & S.

Glensae, Br. ss., 3,600, McGillivray, 22nd May.—London 6th April, and Singapore 16th May, Gen.—McG. Bro. & Gow.

Quien Cristina, Br. ss., 2,894, J. Breaks, 22nd May.—Muroran 11th May, Coal.—D. & Co., Ltd.

Fonsberg, Br. ss., 1,423, T. Arthur, 22nd May.—Canton 21st May, Gen.—J. M. & Co.

Vaishing, Br. ss., 1,329, T. Seller, 22nd May.—Canton 22nd May, Gen.—J. M. & Co.

Kwangtak, Fr. ss., 6,700, Barillon, 22nd May.—Anvers 7th April, Gen.—J. M.

Isleworth, Br. ss., 1,716, J. D. Cox, 22nd May.—Saigon 6th May, Rice—D. & Co., Ltd.

Hong Bee, Br. ss., 2,005, H. Peters, 22nd May.—Singapore 16th May, Gen.—Order.

Cleareances at the Parlour Office.

Atala, for Foochow.

Poul Beau, for Canton.

Vingking, for Canton.

Tai On, for Canton.

Clara Jelben, for Swatow.

Kwangtak, for Canton.

Hector, for Shanghai.

Iteworth, for Shanghai.

Tak King, for West River.

Wongi, for Swatow.

Rikka, for Manchou.

Kwangtak, for Canton.

Luct, for Wuchow.

Pouting, for Canton.

Wingchau, for Macao.

Holme, for Shau-ku-tung.

Zoroaster, for Christmas Island.

Furner, for Amoy.

May 21.

Indravelli, for Durban.

Kow loon, for Hongkong.

Neuschnieth, for Singapore.

Pitavulok, for Swatow.

Adelaide, for Moji.

Athenus, for Manila.

West York, for Rajang.

Kwangtak, for Canton.

May 22.

Hector, for Shanghai.

Pouting, for Canton.

Mathilde, for Canton.

Passenger arrived.

Per Hector, from Sanapote—370 Chinese.

Per Pouting, from Shanghai—Messrs. Purdon and Bishop.

Per Laisang, from Calcutta, &c.—Miss Gregz, Mr. and Mrs. Cho Loo Ming and 485 Chinese.

Per Macchew, from Bangkok—Mr. Selden and Mr. and Mrs. Ambe from Swatow—Mr. and Mr. Holt, and 15 Chinese.

Per Yungtak, from Manila—Miss Jessie Priestly, Messrs. C. A. Wood, John L. Mc Kennedy, E. L. Heath, H. W. Krieger, John H. Holmes, Mr. and Mrs. Strong, and Mrs. Ross.

Per Changsha, from Australian Ports—Mrs. Buchanan, Capt. and Mrs. Morrison, Misses MacKechan, Capt. Mrs. Falconer, J. Gibson, W. Bruce, W. Johns, W. Mills, F. Marshall, Benville, J. Grace, Hedges, J. Martin, Morin, Garsick, 20 Chinese, 43 Japanese, and 10 Indians.

Per Chusun, from Shanghai for London.

Mr. and Mrs. MacNaughton and infant, Mr. and Mrs. Emberley and family, Mrs. P. de T. Evans, Messrs. A. Walker, D. McInnan and Family, Mr. and Mrs. N. Henderson—For Marseilles—Messrs. C. P. Abel, S. Raby and Louis Wiegelin. From Kobe for Bombay—Mr. R. Dharman. From Hong Kong for London—Messrs. A. Wilkinson, A. J. Clark, W. A. Barnett, Calder Smith, B. T. Finch, T. Pemberton, A. R. Low, H. Jewitt, W. McAdoo, Mrs. Gay Dona and family, For Marseilles—Mr. A. E. Fearnley. For Bombay—Lieut. Leckie, Mr. and Mrs. Sauvage and family. For Colombo—Rev. Canon Marquis, For Penang—Mr. and Mrs. Yeong Chung Mak, Messrs. Lo Min and D. C. McDougal. For Singapore—Miss Clark, Messrs. F. T. Gause and Ngan Wan Yuk. Per Hongkong, from Singapore—447 Chinese.

Shipping Report.

Str. Hector from Singapore—Light NE. to W. winds, and fine.

Str. Pouting from Shanghai—Light variable winds, and fine weather to arrival.

Str. Yungtak from Manila—Calm and light variable winds, fine clear weather, sea smooth.

Str. Macchew from Bangkok—Very fine weather throughout, light S.W. winds, moderate and calm seas.

Str. Changsha from Australian Ports—Sydney to Brisbane light variable breezes, fine and clear weather, south east thence to Thursday Island light to moderate E.W. breezes, cloudy shower weather, smooth sea; thence to Manila light to moderate variable breezes, fine and clear weather, and smooth sea throughout; thence to Port Light variable breezes, fine and clear weather, until approaching the China coast, cloudy weather, smooth sea throughout.

Hongkong & Whampoa Dock Returns.

Mathilde at Kowloon Dock.

Gulf of Venice "

Jacob Diederichsen "

City of Birmingham "

Mercedes "

Crusader "

Cosmopolitan "

Vessels in Port.

STRANIER.

Arabia, Ger. ss., 2,868, St. McKiernan, 20th May.—Moj 14th May, Gen.—P. & A. S. S. Co.

Athenian, Br. ss., 2,440, S. Robinson, 18th May.—Vancouver, B.C., 17th April, and Shanghai 1st May, Gen.—C. P. R. Co.

Borneo, Ger. ss., 1,344, E. Muhle, 15th May.—Sandakan 10th May, Timber and Gen.—M. & Co.

Brumihilde, Ger. ss., 854, H. Seick, 15th May, Bangkok 10th May, Ballast—S. W. & Co.

Dixon, Mr. "

Dymock, Lieut. A. "

Edward, Mr. and Mrs. "

Gales, Capt. "

Gause, F. V. "

Hallingworth, Mr. and Gen.—M. & Co.

Crusader, Mr. ss., 2,744, F. Brown, 15th May, Mororan 7th May, Cosas—Hughes & Hough.

Doric, Br. ss., 2,936, H. Smith, R.N.R., 17th May—San Francisco 13th April, Midway Islands 3rd, Yokohama 3rd May, Kobe 5th, Nagasaki 8th, and Manila 15th, Malls and Gen.—O. & S. S. Co.

Forstek, Ger. ss., 1,814, Ohlerich, 9th May, 5th May, Ballast—J. & Co.

Gregory Apcar, Br. ss., 2,061, T. J. G. Oliffent, 15th May—Calcutta 20th April, Penang and Singapore 10th May, Gen.—D. S. & Co., Ltd.

Haitian, Fr. ss., 2,377, L. Andersen, 10th May, Pakhoi and Hoihow 9th May, Gen.—A. R. M.

Hector, Br. ss., 3,005, J. Dimondson, 21st May, Singapore 15th May, Gen.—B. & S.

Baron Fairlie, Br. ss., 2,323, J. I. Ullstrom, 21st May.—Moj 15th May, Coal.—Order.

Thyra, Nor. ss., 2,419, P. M. Toyre, 21st May.—Moj 15th May, Coal.—M. B. K.

Dardanus, Br. ss., 2,997, H. Schlaikir, 21st May.—Shanghai 8th May, Gen.—H. & S.

Jarl Diederichsen, Ger. ss., 774, H. Schlaikir, 21st May.—Haiphong and Hoihow 20th May, Gen.—J. & Co.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

THE S.S. "ERNEST SIMONS."

Captain Bourdon, R.N., will be despatched for
MARESILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. POLYNESIEN 13th June.
S.S. CALEDONIEN 27th June.

S.S. OCEANIEN 11th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th May, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents.—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, 7th March, 1905. [50]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Special Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS.

It's something you need!

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48]

FOR SALE.

INCANDESCENT
GASOLINE,
LAMPS

OF ALL DESCRIPTIONS
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

T H H Steamship.

"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 3rd June,
at Noon, taking Passengers and Luggage for the
above Ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo, Passen-
gers accommodation in which vessel is secured
before departure from Hongkong.

Salts and Valuables, all Cargo for France
and Tea for London (under arrangement) to be
transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 16th July.

Parcels will be received at this Office, after 4
P.M., the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th May, 1905. [52]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Hyades 3,753 Geo. Wright. At. May 23
Pleides 3,753 F.G. Purington. June 30
Shawmut 9,606 E. V. Roberts. July 12
Tremont 9,606 T. W. Garlick. Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first- and second-class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th May, 1905. [52]

INCANDESCENT
GASOLINE,
LAMPS

OF ALL DESCRIPTIONS
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

TO LET.

TO LET.

N. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905. [53]

TO LET.

WITH IMMEDIATE POSSESSION.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NELL JHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

WITH IMMEDIATE POSSESSION.

FLATS in RIFTON TERRACE.

OFFICES in course of erection, CON-
NELL JHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905. [52]

TO LET.

WITH IMMEDIATE POSSESSION.

FLATS in RIFTON TERRACE.

OFFICES in course of erection, CON-
NELL JHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
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Hongkong, 4th May, 1905. [52]

TO LET.

WITH IMMEDIATE POSSESSION.

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GODOWNS: PRAYA EAST.

Apply to—

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Hongkong, 4th May, 1905. [52]

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